

All you could ever Need

Ian Lamming drives the brand new VW Tiguan

IT IS exactly 40 years since the since the hot-hatch was born in the form of the very first Golf GTI.

And do you know how the world is celebrating this ruby-tinted landmark in automotive history? Well, ironically, for the very first time hatchbacks have been pushed off their sales pedestal by the not so humble SUV.

Yes, off-roaders and their look-alike siblings now sell more than any other sector and have replaced hatches as the driver's first choice.

It's not surprising really as they now share all the very best bits of cars – such as performance and handling – but the loftier view is magnificent, practicality off the charts and the feeling of safety immense, while in no way sacrificing economy.

Now that was always going to be a winning formula.

VW has always been in there fighting but the new Tiguan promises to be a tour de force, or whatever the German equivalent is, and the start of VW going SUV crazy.

Old Tiguan was, like its hatchback cousin the Golf, solid, dependable, popular enough. It looked ok and was capable but was a bit of a centre back.

New Tiguan has decided to play up front with the very best and is most definitely on the attack.

First and foremost, its new set of clothes are well-cool bruv, as the nation's hip might say using the vernacular of youth. Have you seen the TV ad? Oh yeah, nice!

It appears longer, wider and lower, mainly because it is. That makes it look squat, mean and moody while, practically speaking, also offering more space for folk and their gubbins.

The interior is also hugely improved. There was nothing wrong with the old one but its interior was of its age. So is the new one, all 21st century, with a stunning digital dash similar to that first seen in the Audi TT. It is brilliant, the best and I love how the dials overlay the satnav.

The centrally mounted screen is also touch sensitive and with the greatly enhanced interconnectivity there is a feeling that Tiguan has moved on leaps and bounds, particularly the 'area view' offered by cameras front, aft and in both wing mirrors.

If you are horsey and tow a box there is also the opportunity to fit the trailer with a GoPro camera and feed live pictures of gee gee onto the 7in screen in the car. How great is that?

There are seven engines, including four diesels and three petrols, and five trim levels. The all wheel drive 4Motion is expected to be popular as is the stupendous seven-speed DSG automatic gearbox.

The 150PS diesel 4Motion DSG feels tremendous on the road. It is planted, it is rapid and, thanks to brilliant steering and ride, feels incredibly sporty.

It really is all the car you could ever want or need.

No wonder the SUV has become king of the roads deposing the now humbled hatchback to obscurity and legend.

Fact File

- VW Tiguan SEL 2.0 TDI SCR 4Motion 150PS 7-speed DSG
- Engine: 2.0 diesel
- Power: 150PS
- 0-62mph: 9.3 secs
- Top speed: 124mph
- Combined MPG: 49.6
- Transmission: seven-speed DSG
- CO2 g/km: 149

